

Railroad Stocks, Relieved of Bear Attacks, Remain Firm While Industrials Fluctuate

RAILWAY ISSUES RALLY DESPITE INDUSTRIALS

Operators Succeed in Segregating Two Separate Classes of Stocks With Satisfactory Results.

NEW YORK, Oct. 15.—The stock market opened quietly, with the railroad list generally a shade stronger, and industrials lower. Amalgamated Copper opened unchanged, and sold off 1/2 per cent. Steel stocks were higher, but were not well supported, and soon receded. An unusual supply of Leather preferred was offered, and after losing 1/2 a point, found good demand. Car Foundry, Smelters, and Republic Steels were well supported. Steel lives rose 1/2, and Anaconda and Big Four lost 1/2 per cent.

The market was extremely irregular and showed a tendency to improvement in most issues. The most pronounced strength in the railway list was in Reading and Union Pacific.

The industrial list was highly variable. Amalgamated Copper, after a decline of 1/2 per cent, rallied 1/2 per cent, and held the gain fairly well. The steel and iron stocks held well in the face of rate cutting resulting from the abandonment of the agreement between the Southern Pig Iron producers.

The market at the close of the first hour lapsed into dullness, with fresh weakness developed in Amalgamated Copper. Speculation was without much significance, and sentiment among traders is much mixed.

Government bonds unchanged. Railroad bonds were quiet.

London bought over 25,000 shares in all. The only stock sold for foreign account was Baltimore and Ohio, and the amount was small.

WASHINGTON STOCK MARKET
Sales—Capital Traction 48, 15,000/106.
Washington Street Railway 48, 24,000/71 1/2.

Chesapeake and Potomac Telephone, 1,000/103 1/2, 1,000/103 1/2, 1,000/103 1/2, 1,000/103 1/2.

Washington Street Railway preferred, 100/35.

Union Trust and Savings Company, 100/104 1/2, 100/104 1/2, 100/104 1/2, 100/104 1/2.

Washington Gas, 50/54 1/2.

GOVERNMENT BONDS.

U. S. 2 1/2, R. 1930, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1935, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1940, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1945, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1950, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1955, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1960, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1965, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1970, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1975, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1980, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1985, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1990, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 1995, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2000, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2005, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2010, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2015, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2020, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2025, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2030, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2035, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2040, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2045, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2050, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2055, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2060, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2065, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2070, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2075, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2080, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2085, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2090, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2095, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2100, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2105, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2110, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2115, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2120, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2125, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2130, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2135, 100/107 1/2, 100/107 1/2.

U. S. 2 1/2, R. 2140, 100/107 1/2, 100/107 1/2.

NEW YORK STOCK MARKET.

[Reported by W. B. Hibbs & Co., 1419 F Street; Members New York Stock Exchange, Chicago Board of Trade, Washington Stock Exchange.]

Open, High, Low, 1 p.m.

Amal. Copper, 24 1/2, 24 3/4, 24 1/2, 24 1/2.

Am. Car & Fdy., 19 1/2, 19 3/4, 19 1/2, 19 1/2.

Am. Smelting, 24 1/2, 24 3/4, 24 1/2, 24 1/2.

Am. Sugar, 108 1/2, 108 3/4, 108 1/2, 108 1/2.

Am. Tel. & T., 82 1/2, 82 3/4, 82 1/2, 82 1/2.

At. T. & S. F., 87 1/2, 87 3/4, 87 1/2, 87 1/2.

Brook. Rap., 27 1/2, 27 3/4, 27 1/2, 27 1/2.

Can. Pac., 110 1/2, 110 3/4, 110 1/2, 110 1/2.

Ches. & Ohio, 24 1/2, 24 3/4, 24 1/2, 24 1/2.

Chgo. & Alton, 24 1/2, 24 3/4, 24 1/2, 24 1/2.

Chl. Gt. West., 14 1/2, 14 3/4, 14 1/2, 14 1/2.

Chl. Mil. & St. P., 135 1/2, 135 3/4, 135 1/2, 135 1/2.

Chl. R. I. & P., 25 1/2, 25 3/4, 25 1/2, 25 1/2.

Consolidated Gas, 17 1/2, 17 3/4, 17 1/2, 17 1/2.

Del. & Hudson, 150 1/2, 150 3/4, 150 1/2, 150 1/2.

Eliz. common, 27 1/2, 27 3/4, 27 1/2, 27 1/2.

Eliz. 1st pf., 65 1/2, 65 3/4, 65 1/2, 65 1/2.

Louis. & Nash., 96 1/2, 96 3/4, 96 1/2, 96 1/2.

Manhat. El., 130 1/2, 130 3/4, 130 1/2, 130 1/2.

Met. St. Ry., 103 1/2, 103 3/4, 103 1/2, 103 1/2.

Mo. Kan. & Tex. pf., 33 1/2, 33 3/4, 33 1/2, 33 1/2.

Missouri Pacific, 87 1/2, 87 3/4, 87 1/2, 87 1/2.

N. Y. C. & H. R., 115 1/2, 115 3/4, 115 1/2, 115 1/2.

N. Y. O. & W., 20 1/2, 20 3/4, 20 1/2, 20 1/2.

North. Pac., 115 1/2, 115 3/4, 115 1/2, 115 1/2.

People's Gas of Chl., 90 1/2, 90 3/4, 90 1/2, 90 1/2.

Pressed Steel Car, 28 1/2, 28 3/4, 28 1/2, 28 1/2.

Reading, 45 1/2, 45 3/4, 45 1/2, 45 1/2.

Rep. Steel Ind., 45 1/2, 45 3/4, 45 1/2, 45 1/2.

R. I. pf., 58 1/2, 58 3/4, 58 1/2, 58 1/2.

St. L. & S. W. pf., 44 1/2, 44 3/4, 44 1/2, 44 1/2.

Southern Pacific, 29 1/2, 29 3/4, 29 1/2, 29 1/2.

Southern Railway, 17 1/2, 17 3/4, 17 1/2, 17 1/2.

Southern Ry. pf., 70 1/2, 70 3/4, 70 1/2, 70 1/2.

T. C. & I., 26 1/2, 26 3/4, 26 1/2, 26 1/2.

Texas Pacific, 22 1/2, 22 3/4, 22 1/2, 22 1/2.

Union Pacific, 84 1/2, 84 3/4, 84 1/2, 84 1/2.

U. S. Leather, 5 1/2, 5 3/4, 5 1/2, 5 1/2.

U. S. Steel, 73 1/2, 73 3/4, 73 1/2, 73 1/2.

U. S. Steel pf., 13 1/2, 13 3/4, 13 1/2, 13 1/2.

U. S. Steel pf., 58 1/2, 58 3/4, 58 1/2, 58 1/2.

Wabash, 17 1/2, 17 3/4, 17 1/2, 17 1/2.

Western Union, 80 1/2, 80 3/4, 80 1/2, 80 1/2.

Wisconsin Central, 15 1/2, 15 3/4, 15 1/2, 15 1/2.

W. & L. E., 13 1/2, 13 3/4, 13 1/2, 13 1/2.

CURRENT NEWS AND GOSSIP OF INTEREST TO INVESTORS

In spite of declines in the remainder of the list, Aitchison was noticeably strong in the early hours. For some time past there has been an excellent buying demand for this stock.

Three factors combined to produce the morning's weakness in stocks. There were the pressure on Amalgamated Copper, the customary lack of confidence and talk of further liquidation in industrials.

Sentiment in London is more cheerful as a result of the policy of the Bank of England in not increasing the discount. Americans are firmer today, advances ranging from 1/4 to 1/2 per cent.

Private advices from Pittsburgh this morning are of a reassuring character. Announcement is made that W. G. Park, widely known in that community, has assumed control of the Crucible Steel Company, and \$2,000,000 has been raised to meet the entire obligations of the company.

What action the directors of the Amalgamated Copper Company will take at the meeting today is in great doubt, but it seems possible the dividend will be suspended until the litigation in which the corporation is now involved has been ended. At the same time mining experts declare the copper trade has never been more prosperous.

Brooklyn houses, usually well informed, are of the opinion that a dividend will be declared on Reading second and preferred at the directors' meeting today.

Although sentiment in regard to industrials continues to be pessimistic,

strong efforts are being made to cut the railroad list loose from this depressing influence. Operations for that purpose have already indicated that a higher level of prices would follow a complete segregation.

No one can doubt the prosperous condition of the country. Even bears recognize it. Crop reports from the West and South are excellent. Prosperity among the farmers this year is a foregone conclusion. Railroads report heavy earnings, and yet confidence shows no indication of restoration at present.

PROPOSALS.

HYGIENIC LABORATORY, U. S. PUBLIC HEALTH AND MARINE HOSPITAL SERVICE, Washington, D. C.—SEALED PROPOSALS will be received at this office until NOON OF THURSDAY, OCTOBER 20, 1933, for furnishing the following supplies and services: Window and door screens, asbestos radiator screens, window shades, combination gas and electric fixtures, fuel, work benches, cabinets and cases, space, plumbing, apparatus for cold storage, cutting two new windows in building, reconstructing incinerator, installing electric heater and water tanks and motor pump. Specifications, etc., may be obtained upon application to the undersigned. JOHN P. ANDERSON, Passed Assistant Surgeon, P. H. and M. H. S., Assistant Director Hygienic Laboratory, Washington, D. C.

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA, Washington, D. C.—SEALED PROPOSALS will be received at this office until 12 O'CLOCK NOON NOVEMBER 7, 1933, for furnishing three hundred and fifty tons, more or less, of cast iron water pipe specials. Specifications and blank forms of proposal may be obtained at this office. HENRY B. F. MACPARRLAND, HENRY L. WEST, H. C. NEWCOMER (Acting), Commissioners, District of Columbia. Oct. 15, 1933.

FOREIGN MAILS.

WASHINGTON, D. C., POSTOFFICE NOTICE.—Should be read daily, as changes may occur at any time.

FOREIGN MAILS are dispatched to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uniformity in the event of a change in the schedule of closings. For the week ending October 17, 1933, the last connecting closes will be made from the MAIL OFFICE as follows:

Trans-Atlantic Mails.

FRIDAY—(a) At 9:15 p.m. for EUROPE, per s.s. La Gascogne, from New York, via Havre, Marseilles, and Genoa. (b) At 11:25 p.m. for BELGIUM direct, per s.s. Vanderland, from New York. Mail must be directed "Per s.s. Vanderland."

(c) At 11:25 p.m. for EUROPE, per s.s. Campania, from New York, via Queenstown. (d) At 11:25 p.m. for SCOTLAND direct, per s.s. Columbia, from New York. Mail must be directed "Per s.s. Columbia."

NOTE—The s.s. Deutschland takes Printed Matter, Commercial Papers, "Per s.s. Chiles," and "Per s.s. Columbia." The same class of mail matter for other parts of EUROPE will not be sent by this ship unless specially directed by letter.

Mails for South and Central America, West Indies, Etc.

FRIDAY—(a) At 12 m. for REMUDA, per steamer from PALMAY, via Argentina, Uruguay, and Paraguay, per s.s. Arabistan, from New York. (b) At 11:25 p.m. for PORTO RICO (ordinary mail only), per s.s. Pathfinder, from New York, via Mayaguez.

(c) At 11:25 p.m. for PORTO RICO, CUBA, CAO, and VENEZUELA, per s.s. Caracas, from New York. Mail for SAVANILLA and CARACAS must be directed "Per s.s. Caracas."

(d) At 11:25 p.m. for FORTUNE ISLAND, JAMAICA, SAVANILLA, and CARTAGENA, per s.s. Albatross, from New York. Mail for COSTA RICA must be directed "Per s.s. Albatross."

(e) At 11:25 p.m. for INAGUA, HAITI, and SANTIAGO, per s.s. Albatross, from New York. CUBA MAILS close here at 3 p.m. daily, except Sundays and Mondays, via Port Tampa, Fla., the connecting closes being on Wednesdays and Saturdays, and at 5 p.m. on Sundays and Mondays, via Miami, Fla.

MEXICO overland, unless specially addressed for dispatch per steamer sailing from New York, close here daily at 10:05 a.m. (f) and 10 p.m. (g).

Mails for NEWFOUNDLAND, by rail to North Sydney, and thence via steamer, close here daily except Sundays at 12 m. (d), and on Sundays at 11:25 a.m. (e), the connecting closes being on Mondays, Wednesdays, and Saturdays.

Mails for JAMAICA, by rail to Boston and thence via steamer, close here every Tuesday at 12 m. (d), and by rail to Philadelphia, for connection with steamer, the connecting closes being at 11:25 p.m. on Wednesdays, and at 11:25 a.m. (e), and on Sundays at 11:25 a.m. (f), and on Sundays at 11:25 a.m. (g).

Mails for BELIZE, PUERTO CORTEZ, and GUATEMALA, by rail to New Orleans, and thence via steamer, close here daily at 10:05 a.m. (f) and 10 p.m. (g), the connecting closes being on Tuesdays.

Trans-Pacific Mails.

CHINA, JAPAN, HAWAII, and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to October 15, inclusive, for dispatch per s.s. Sierra.

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to October 21, inclusive, for dispatch per s.s. Mariposa.

AUSTRALIA (except mails for West Australia), NEW ZEALAND, NEW CALEDONIA, FIJI, SAMOA, and HAWAII, via San Francisco, close here daily at 6:30 p.m. up to October 24, inclusive, for dispatch per s.s. Sierra.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 p.m. up to October 27, inclusive, for dispatch per s.s. Transport.

CHINA and JAPAN, via Vancouver and Victoria, B. C., close here daily at 6:30 p.m. up to November 7, inclusive, for dispatch per s.s. Arcturion.

NOTE—Mails for COCHIN CHINA are dispatched to New York, N. Y., for connection with European steamers.

Unless otherwise addressed, WEST AUSTRALIA mails will be dispatched via Europe, and those for NEW ZEALAND and the PHILIPPINE ISLANDS via San Francisco. Mails for the PHILIPPINE ISLANDS specially addressed "Via Europe" or "Via Canada" will be prepaid at the office rate of postage.

Mails for HAWAII are dispatched via San Francisco, Cal., exclusively.

REGISTERED MAILS CLOSE AT THE MAIN OFFICE as follows: (a) At 6:30 p.m. same day; (b) at 1:45 p.m. same day; (c) at 8:45 p.m. same day; (d) at 5:30 p.m. same day; (e) at 5:45 p.m. same day; (f) at 9:35 a.m. same day; (g) at 1:15 p.m. same day; (h) at 8:15 p.m. previous day; (i) at 8:15 a.m. same day.

JOHN A. MERRITT, Postmaster.

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